service, and it is understood that many of the faster trains will be run in sections. The Pennsylvania Railroad Company contemplats the ronning of its New-York and Chicago limited in two or more sections, thus providing the splendid accommedations for first-class travel which that train has supplied since it was first introduced into the service.

While the eastern lines have all entered an agreement with respect to World's Fair rates, the western lines continue in the struggle over the problem. It is a peculiarity of these western cities that each one is jealous of the other, and it TWO GREAT ENGINES SHOWN. is this little foible of jealousy which renders the problem of lower rates all the more difficult of solution. For years in the history of railway companies it has been common to submit to the passenger associations the question of the fixing of rates for excursion parties in cases where large bodies of people were to be moved from different localities to a common central point. When a State agricultural fair is to be held at some place within the boundaries of a commonwealth, the long ago. This is how it is in these days: "The railroads are applied to to make a round-trip rate. and it is customary for them on all such appeals to respond satisfactorily. Reductions in these cases, however, are only intended to cover a period of a few days. But the Chicago Exposition is to last for six months, and any rate that is established must be continuous throughout that period. Of course the gravitation of travel is necessarily in the direction of Chicago. Therefore, it follows that in pursuance of this instinct of jealousy, other towns and cities, recognized as railway centres, Central Station, and may be seen there to-day, too, feel themselves, as it were, left out in the cold. The chief obstacle in the way of arranging rates in the territory west of Chicago is due to the objections of cities like Indianapolis, St. Louis and Kansas City. The people in these cities look upon and everybody looked on with interest at the mighty the rates in favor of Chicago as in a certain sense a discrimination against themselves. They seem to apprehend that in the great trend of travel toward Chicago they must themselves suffer a loss of that patronage which comes from the sojourning of transient tourists among them, and they conclude that they are not being justly dealt with. It appears like a narrow basis for reasoning, but it is sufficiently broad to delay an adjustment of

This highly important question. The railroads themselves, through their officials, The railroads themselves, through their officials, eem to be anxious to accommodate the public, make you think of the days when "Dick although one hears on all sides complaints to the effect that a business of this kind is undesirable in that it results in retarding the movement of freight, and in general demoralizing the service. The instance is pointed to of the gathering at Washington last year of the Grand Army of the Republic; and it is said that the result on that occasion was an actual toss of many thousand dollars in the aggregate to the several roads, beof the congestion at points for side-tracking. in order to admit of the passage of the trains containing the favored travellers. But all the roads recognize the fact that the people are going to the Fair, and that railway accommodations must be accorded them, and they are doing their best to drawn the first passenger train in America, when she provide the ways and means in response to the general demand. While the question of individual rates has been thoroughly canvassed, and, so far as the eastern territory is concerned, settled, another subject must later on present itself for consideration. That is, the basis of rates for the trans portation of bodies of tourists. There will undoubtedly be an effort made by societies or by communities to charter special trains which shall come westward over one line and return by another. No official discussion has yet taken place bearing upon this point, but when it comes to be considered it will, of course, involve an agree-

ment by all the principal lines. Another feature which must be interesting to the traveller from extreme Fastern points, as well as from other sections of the country, is that of sleeping-car accommodations. The service in this regard is limited by the supply of cars afforded by the two great sleeping-car companies, the Pullman Wagner. It is probably not generally known that for weeks applications have been received at the offices of these companies for sec tions and berths two and three months in advance and that on some trains running, for instance, from New-York to Chicago on dates as far remote as the middle of June, not a berth remains unsold. It is especially to be noticed that many foreigners who intend to visit the Exposition have taken time by the forelock, and through the kind offices of friends in this country, or by application direct to the sleeping-car companies themselves. have secured accommodations from the seaboard westward to correspond with the date of their expected arrival at Atlantic ports. Obviously, then, it would not be out of place for residents o eastern localities, who intend to come here at any time between the 1st of May and the 1st of October, to set themselves about the important duty of securing in advance this comfortable feature of travel. For their guidance the sleeping-car con nections at the East for Chicago may here be profitably indicated. The Pullman Company will sell through sleeping-car connections to Chicago from Halifax, via the Intercolonial, Grand Trunk, and Chicago, and Grand Trunk; from Portland, via the Grand Trunk and Chicago and Grand from Boston via the Boston and Maine Hoosic Tunnel and Grand Trunk, and Chicago and Grand Trunk; from Boston, via the Fitchburg, Delaware and Hudson, New-York, Lake Eric and Western, and the C. and E.; from New-York via the New-York, Lake Erie and Western, Grand Trunk and Chicago and Grand Trunk; also via the New-York, Lake Erie and Western, and Chicago and Erie; via the Delaware, Lackawanna and Western, New-York, Lake Erie and Western, and Chicago and Erie; via the Delaware, Lackawanna and Western, Grand Trunk, and Chicago and Grand Trunk, and Chicago and Grand Trunk; via the Central of New-Jersey, Lehigh Valley, New-York, Lake Erie and Western, Grand Trunk; via the Central of New-Jersey, Lehigh Valley, New-York, Lake Erie and Western, and Chicago and Grand Trunk; via the Central of New-Jersey, Lehigh Valley, New-York, Lake Erie and Western, and Chicago and Grand Trunk; via the Central of New-Jersey, Lehigh Valley, New-York, Lake Erie and Western, and Chicago and Erie; via the Central of New-Jersey, Lehigh Valley, New-York, Lake Erie and Western, and Chicago and Erie; via the Central of New-Jersey, and Chicago and Erie; via the Central of New-Jersey, and Chicago and Erie; via the Central of New-Jersey, and Chicago and Erie; via the Central of New-Jersey, and St. Louis; via th Trunk and Chicago and Grand Trunk; also via the

HOW TO GET TO THE FAIR.

A WORD TO THE WISE ABOUT GETTING SLEEPING-CAR BERTHS IN TIME.

THERE ARE WISER ONES WHO HAVE LOOKED AFTER THIS MATTER ALREADY-VISITORS

FROM EUROPE SEEM TO HAVE BEEN EARLY ON THE LOOKOUT FOR THE QUESTION OF RATES.

Chicago, April 19.—Next to having the World's Fair in one's own country is the question of how to get to it. The United States is conspicuous the world over for its railroad mileage, and it is unspect. The additional cars are those of September and Oxfort. The additional cars in the Baltimore and Ohio. The same service connects also with Oid Point Comfort and with Norfolk, Variant Average of about Sixty cars per day. This company has in its service at the present time about 2,300 sleeping and parlor cars distributed all over the United States. For months past the Pullman works have been turning out additional cars, and about 400 will be added to their equipment by the time the Exposition is fairly under way. Many of their regular contract roads will run additional trains, and for this service extra demands will be made upon the company. They have now one-hundred cars subject to call from these different sources. The months when the Pellman cars are most in demand, under ordinary circumstruces, are those of September and Ohio. The same service connects also with Oid Point Comfort and with Norfolk, Variant Columbus and St. Louis: also via the Baltimore and Ohio. The same service connects also with Oid Point Comfort and with Norfolk, Variant Columbus and St. Louis: also via the Baltimore and Ohio. The same service connects also with Oid Point Comfort and with Norfolk, via the Baltimore and Ohio. The same service connects also with Oid Point Comfort and with Norfolk, Variant Columbus and St. Louis: also via the Baltimore and Chicago and Pittsburg. Fort Wayne and Chicago and Pittsburg. Cincinnati, Columbus, and Pittsburg. Fort Wayne and Chicago and Pittsburg. Fort Wayn

Fair in one's own country is the question of how to get to it. The United States is conspicuous the world over for its ratifoad mileace, and it is understood mileace, and it is understood, within the common on his or her way to Chicago within the coming six months. There are few fornilities, probably, which will not be represented at the Exposition at some period during its procress, and there is doubtless no country for the gratification of the wishes of the people in connection with a visit to the metropolis on the shores of Lake Michigan.

It was noted several weeks ago that so far as the railways reaching this point from the East were concerned, World's Fair rates had been established by the reduction of one-diff of the regular of the exposition of the exposition of the wishes of the people in connecticular than the principal stations of the exposition of the wishes of the people in connection with a visit to the metropolis on the shores of Lake Michigan.

It was noted several weeks ago that so far as the railways reaching this point from the East were concerned, World's Fair rates had been established by the reduction of one-diff of the regular of the exposition of the exposition of the wisher of the East have been busy for months when the desired and west. They run on the New-York Cartista, when the control wished and the state of the East have been busy for months when the state were concerned, World's Fair rates had been established by the reduction of one-diff of the regular of the East have been busy for months when the state with the solution of the exposition of the exposition of the exposition of the exposition of the control of the exposition o commodations of these cars are on the average about equal to those provided by the Pullman

about equal to those provided by the Tables Company.

It is evident that the sleeping cars will be taxed to their utmost to provide for the demands upon them, but preparation for the unusual service required of them has been in pregress for a long time, and the officials of both companies apprehend that there will be little emberrassment, though undoubtedly much disappointment in individual cases will be experienced by passengers during the more nective scasons of passenger traffic between the scaboard and Chicago, owing to failure to secure accommodations through sufficient notice in advance. notice in advance.

NEW-YORK CENTRAL TO MAKE AN EXHIBIT.

THE "DE WITT CLINTON" OF 1821 AND THE " 999 " OF 1893 COMPARED. "The smoke and sparks poared back on the pa

gers in such a volume, that they raised their un-brellas as shields." That is how it was in the days smoke box is extended, and is fitted with a deflecto and a perferated, steel-plated spark arrester." These two statements represent in some measure in one department of human activity the progress that has been made in the last half century. The first refer-to the De Witt Clinton, an old locomotive built slavly-two years ago; and the last to "909," the giant one built for the Empire State Express, and finished in the shops of the New York Central and Hudson River Railroad in West Albany ten days ago. Both were on exhibition yesterday at the annex of the Grand and possibly to-morrow. In about two weeks they will be sent to the World's Columbian Exposition in Chicago, and there placed on view. Thousands saw them yesterday. It was an interesting sight. Kodak fiends and other photographic fiends "took" them engine which it is mysteriously binted will yet astonish the world by making 100 miles an hour. William Buchanan, superintendent of the me-tive tower and rolling stock, was silent, when asked about this. If anybody, however, knows what the great locomotive is capable of accomplishing in this line he does, and he awoke the reporter's curiosity by saying: "Strange things are happening

every day, young man. See me again." The De-Witt Clinten is a reproduction of the original article, but you would never know from its antique outline It would rote to York. When you look at it you will say greatly you would prefer to travel in one of the cld Broadway stages. The three old coaches, each with seats on top and bestind, and room for four persons in cosh inside, maybe six on a crush, the preas, cally and wind-swept spot, where the entineer and firemen were obliged to stand, and the utter absence of anything like what people now under stand as cemtert, show the tremendous advance made in the running of trains between 1831, when she was built, and 1893, when the "999" was turned out

of the shops. The De Witt Clinton was built at the West Point Foundry, at the foot of Bench-st., and was the first locomotive run in this State, and is said to have made the trip from Albany to schenectady over the Mohawk and Hudson Railroad. This was August o, 1931, and these persons were abourd: orning, Mr. Lansing, ex-Governor Yates, J. J. Boy 1. esq., Thurlow Weed, Mr. Van Zant, "Ially" Winne, penny postman; John Townsend, Major Meigs, "Old High Constable of New-York; Mr. Dudley Joseph Alexander, of the Commercial Bank; Lewi-Benefict and J. J. DeGraft. The engineer was David Matthews, and the conductor was John T. clark, who mounted a small seat attached to the rear of the tender and gave the signal for starting by blo ing a tin horn. The fuel used on this trip was dry pitch pine, coal having been previously tried and not having worked satisfactorily.

In addition to what the passengers, as stated at the beginning, suffered, "the covers of the umbrellas were oon burned off and each man whipped his neighbors clothes to put out the fire started by the hot cinder-After laoking to-day at what these ill-starred travellers were obliged to put up with, the wonder is that they got there" alive. The old engine was mounted or our wheels 4 feet 6 inches in diameter, there were two cylinders 5 1-2 inches in diameter, by 16-inches tons. The boller had thirty copper tubes 21-2

When the train stopped at the water station, an fort was made to prevent the uncomfortable jerking resulting from the slack between the coaches, by wedging a rail from a neighboring fence between the cars and tying it fast by packing yarn. The plan succeeded and the train reached the incline plane at chenectady without accident. The coaches were built after specifications by James Goold. After reading something of what he says, it is certain that the proposed solution of the rapid transit problem of today would leave much to be desired. He said: propose and agree to furnish for said railroad com-pany, six coach tops—to furnish jacks, and jack bolts, and braces, with thorough braces, and put them on the frame; of the company's railroad carriages to support the coach tops; the coach tops to be finished and hung in the style of workmanship generally adopted in Albany and Troy for post coaches. The materials and workmanship to be first quality; a baggage rack and boot to be hung at each end. The length of coach body to be 7 feet and 4 inches-5 feet jacks. The general plan of the coach to conform to the plan and explanation given by the engineers of the company. To have three inside seats, the backs of the end seats to be stuffed with mess—and all the seats to be stuffed with hair—to have a door at each dde-to have an out-ide seat on each end across the top of the ceach with suitable foot board, also a scat | in Jersey. Fine Florida cucumbers are selling for 10 at each end for driver or brakeman, to drop below to suitable height to make the rack his foot board. An oil cloth to be rigged to the centre rod on coach top to cover baggage, and one at each end rolled to the

callons of water and is fitted with a water scoop. The weight of the tender when loaded is 80,000 pounds. The engine and engine truck and tender are fitted with the Westinghouse air brake and the engine and train are litted with the Westinghouse air signal. It was three months in building and cost in the neighborhood of \$12,000. The total weig t of engine and tender is 204,000 pounds, or 102 tons. Nevertheless, it is safe to say that the De Witt Clinton, which weigned only six tons, chaused more astonishment to the people sixty-two years ago than does the glant "out" to the people of today, who are astonished at a thing.

ELECTRICITY AT THE FAIR GROUNDS. STORAGE BATTERY LAUNCHES ON THE LAGOON

OFFER VISITORS THE POETRY OF MOTION. Nearly every printed view of the World's Falr buildings and grounds shows a part of the lagoon with a goodola is a highly picture-sque but somewhat inclicient means of marine transportation. It is a little slow for Chicago, mercey. The possessing of flowers is associated in his mercey. and it isn't altogether appropriate to the immediate surroundings. An Athenian trireme would be more in accord with the Greeian architecture that walls in tuneful gondeller and his poetic, wriggling our, there will be the most modern of all means of marine pro-

the Fair grounds without smoke or sound or vibra-tion. As smoothly and majestically as a swan the polished cedar hull salls by massive piers and wooded isles. No funnel puffs its smoke into the faces of the polished cedar hull salls by massive piers and wooded isles. No funnel puffs its smoke into the faces of the faces of the proposed of the prop murmur of the motor, which chants a weiri little cost little, and yet which will be much better than spinning song to itself teneath the passenger's feet, those of former days.

is disclosed, each with its less of panes in a best of read. A mark of wide connects then one with another and with the musically indired mater in the middle of the leat. It is the reaction of the chemical forces there stored up in a state of strain that sends the fifty for I hanch with its score of passengers filling over the little billing over over the little inland sea.

THE ESKIMOS DESERT THE FAIR.

THEY WILL HAVE A SHOW OF THEIR OWN-A GREAT DISPLAY OF EVERGREENS.

Chlergo. April 21.—The Eskimos have deserted.

They have flown from their buts in the Foir grounds and will start an exposition of their own outside the Exposition fence. This step was taken has night and was the culmination of a long series of restrict the continuation of a long series of restrict and was the culmination of a long series of restrict and was the culmination of a long series of restrict and was the culmination of a long series of restrict and was the culmination of a long series of restrict and was the culmination of a long series of restrict and the long series of restrict and was the culmination of a long series of restrict and the long series of the l managers. During the sterm of last right the Es- fulfils all the requirements of a brick chimney, at a late hour remained on watch to report their but also as a workroom for potting, etc.

Ground was broken in the Midway Pisisance today for the gigantic display of evergreens and ornawhile late in being started, will be the largest of its kind ever made. Many of the specimens are already stored in the Hortlenitural finilding, while thousands of others are on the way. Sixty thousand square complete, the pretty little greenhouse will cost feet have been staked out, allowing a certain number about \$350.

from Wisconsin will also be an interesting feature. France has shipped the most claborate exhibit up to date. It will contain not only a valuable collection date. It will contain not only a valuable collection of ornamental trees, but a section operated by a k-reach nurseryman. Space has been assigned to Germany, but no specimens have yet been shipped.

Invitations were to-day sent out for the formal opening. May 1, of the Woman's Building. Mrs. Cook, secretary of the Board of Lady Managers, sent the first pair of invitations to President and Mrs. Cleveland.

Philadelphia, April 21.-The fifty-seven Venetian steamer Illinois from Antwerp for the World's Fair, and who were detained by the immigration authorities. not by individuals, were released last night by order of the Secretary of the Treasury. They started at once for Chicago.

TO RECEIVE THE DUKE OF VERAGUA.

Chicago, April 21.-The World's Pair Commission on Ceremonies yesterday appointed the following committee to need the Duke of Veragua on his arrival: J. M. Clark, chairman; General A. C. McClurg, H. C. Chatfield, Mr. Taylor, Norman Williams and Huntington W. Jackson. The committee also selected W. A. Croffut as the poet, and the Rev. Dr. W. H. Milburn, the blind chaptain of the United States senate, as chaptain of the opening ceremonles.

PRICES IN THE MARKETS.

AN UNEXPECTED RISE IN THE PRICE OF BUTTER -STRAWBURRIES ABUNDANT.

The feature of the week in the minkets has been the remarkable rise in the price of butter, due to a sudden and wholly unexpected shortage in the reccipts. The rise began on Monday morning, when the lest Western Eigin creamery butter sold on the Mercantile Exchange for 2s 1-2 cents at wholesale. Though the rise began on Monday, the light receipts ad been a cause of nervou-ness among the dealers on Friday and Saturday of last week, but no advantage was taken of the current low rates to lay in supplies The deficiency in supplies was so much more per-ceptible on Monday that on Tuesday the price adceptible on Monday that on Thesday the price advanced to 29 cents; on Wednesday it went to 30 cents; on Thursday to 32 cents, and yesterday the closing price was 35 cents. It is not believed that the top has been reached yet, though the abnormal price, about 12 cents a pound more than was paid at this time last year, will indoubledly have the effect of hurrying up receipts by express from all over the country. In fact, already this market has been drawing the first price and to be formed to those who worship beauty a worth \$3,000, but to those who worship beauty as price, about 12 cents a pound more than was paid at ing on California for butter. In the last three weeks not less than eight car loads of grass butter have cached here, having come through from San Francisco. There are several reasons given for the short supply. trains stalled in snowdrifts are still reported. other is that owing to the retailers lowering their prices greatly lately, in cases of fancy grades, to 30 and 32 cents a pound, the consumption was largely increased and the market was soon cleared up. terday on the street butter was selling at wholesale for 26 cents. The retailers, taking alarm, have rushed up their prices 5 cents ahead of the wholesale The exports of butter since May 1, this year, have

been 68,548 packages; for the same time last year they were 105,600 packages. The receipts here since May 1 have been 1,608,850 packages, against 1,728, 775 in the same time last year. A package contains, on an average, sixty pounds,

athern vegetables and perishable produce are greatly disturbed over the action of the Pennsylvania road in landing this freight in Jerwide in the centre, and 3 feet 8 inches between the sey City instead of on the West-st. piers, as heretofore. A circular issued by the Fruit Trade and Produce Association to shippers is thought to contain a veiled suggestion that shippers boycott the read. The commission merchants declare that much of this delicate produce will be ruined before it can be got to the consumer if it is unloaded from the cars over cents each; string beans bring 25 cents a quart; green peas, 20 cents a quart; Early Rose potatoes,

\$1.10 a bushel: Havana potators, 20 cents a quart, and tomators, 20 cents a quart-box.

Strawberries are becoming abundant, and fine fruit is soid at the Broadway stores for 35 cents a quart. The fruit is now coming from as far North as North Carolina. The best Charleston berries cost 50 cents

is the sweetest and gentlest of all pure passions. Flowers are the very spirit of love itself. cherm knows no beginning, no ending. Just think what this busy old world would be without flowers! When a man thicks of that he straightway feels that he would like to reach out and gather to himself these

money. The possessing of flowers is associated in his mird with a greenhouse, and ho is certain that greenhouse means an enormous expenditure of money to begin with, and that the cost of maintenance i the shores of this artificial lake. But while the quaint to begin with, and that the very great. It is upon this particular and important very great. It is upon this particular and important very great. It is upon this particular and important very great. It is upon this particular and important very great. It is upon this particular and important very great. a different and more husinesslike flouily will carry the bulk of the lagoon traffic. In sharp contrast with the greenhouses where there is one, and the reason why there are so few can be charged to ignorance upon this very point of cost. Every man in the town who An enterprising body of Eastern capitalists have invested \$140,000 in a fletilla of fifty beautiful hunches which will glide to and fro upon the waterways of neces ary that he own the house. He can move his

isles. No funnel putts its smoke into the faces of the spectators who hang over the purposes of the greenhouses. In the years that have passed a greenhouses. many little bridges. No noisy engine thumps and hisses. No blige pump spreads its fifth upon the disecs. No blige pump spreads its fifth upon the glassy surface of the camis. With every linch of space available for passengers, these shapely little vestels steal from landing to landing in ghost-like quiet and mystery. They are so many little freshwater Flying Dutchmen. If it were not for the low marging of the maker which characteristics of the motion which characteristics and the first many of the maker which characteristics.

spinning song to itself teneath the passenger's feet, he could never place the power that is drawing him along by the encless ponorance of peristyle and dome and tower and minaret that makes up that architectural tarryland on the shates of take Michigan.

Lat when the flor beards are taken up the mystery is solved. A havitum of little getta percha cells is disclosed, each with its nest of plates in a bath of acid. A fugge of wire, connect, them, one with ported, or it can be placed up on a flat roof. Starting in with a small greenhouse, 5 by 17 fact, it can be enlarged by sections if the owner desires. The frame is neat, light, strong and durable. The posts, rafters, brackets and purious are of iron. The plass panes are large and of double thickness, as the above, if the posts. so that plenty of light is obtained without sacrificof structural strength. The ventilation is capitally arranged. The apparatus runs along the entire top and is worked by a gear which raises the whole as much or as little as is desired. The plants are

tions placed on the men of the North by their as easily as a parlor stove. A sheetiron stovepipe kinsos abundoned their huts, taking up temporary that this unsightly and expensive attachment, which lodgings at a hotel in Hope ave., near Sixty-fourth would also interfere with the light, is dispensed st. Their departure was sudden and allent, but not with. The bother is set in a small room, 4 by 5 without strong opposition from the one representative feet, which serves not only to hide the bother from of the company which brought them to this city, who sight and to keep the dust of the fire off the plants

Not a nail is used in putting up these greenhous They are made in sections. The iron framework having been set up and bolter together, the side and mental trees that is to be made there this summer in connection with the World's Pair. This display, it possible to ship the entire greenhouse "flat" to any part of the country. Any carpenter or "handy" per-son can set it up and boit it together. Painted, glazed, fitted with benches and with all apparatus

And when it is all finished, one will be so de of feet to each state, as well as to the foreign countries. And when it is all finished, one will be so de-who will compete for the prizes that will be awarded. Hightest with it that he will wender that he never the finest exhibit. The trees will be planted in knew about it before. He will find that it will rows, with walks between each row, allowing the become indispensable. There is no more admirable visitor closely to inspect each set.

New York will fill a space of 200 feet, with a choice collection of grapevines. A cranberry bog atmosphere better ventilated and in a better regulated kindergarten for children. There they can play on temperature than in the house. And those who try it will discover what a real sun bath is and how altogether delightful it is. And they may also discover a cure for nervousness the like of which is not known.

To the household which entertains much a greenhouse is a good investment, from the point of view of economy alone, for in the course of the first year the total cost will not much exceed the florist's bill, and thereafter the cost of maintaining the green house would not be one-tenth as much as is usually paid to the man who sells flowers. On the occasion of a function the plants could be brought from the greenhouse to decorate the house most exquisitely. Turpin ontil official notification should be received that they All the year around the fragrant blooms could all say how were engaged by the World's Fair management and the house with their perfume. The tadies of the household could have their bouquets whenever wanted them. But above all there is the keen de light of possessing flowers, the joy of lingering in the green, odorous shades, of feeling the divine in toxication of their perfume, of watching the plants wax strong and lusty and barst forth into the splendor of perfect bloom. Life grows tenderer, sweeter, holier under their influence. When a man comes from the labors of the day, with his mind burdened and wearled with frets and worries, nothing make him forget them sconer, nothing rests him so much, nothing prepares him so well to meet them to morrow as an hour in his greenhouse. He grows young and vigorous, his finest enthusiasm returns as he watches delicate weakling gain strength and vigor under als fostering care. You can always know a man whe loves flowers from the gentleness in his nature.

And if a man comes to love flowers, his flowers, so that they take up much of his leisure time, those who do not know the pleasure which they can give cannot understand what a beautiful thing life is to him They cannot understand the eagerness with which he light when they are successful, lits rapt, ecstatic contemplation of the first bloom.

But when one writes of the happiness and comfort flowers can give he feels that there is no end to the subject, and he knows, too, that it gives no idea of how little is the cost. A small greenhouse can give all the pleasure of a large one.

A greenhouse twenty-seven feet long and eleven feet wide can be placed in the rear yard of a city sched here, having come Carough from San Fran-sco. There are several reasons given for the short apply. One is the extreme lateness of the spring the West, where snowbanks three feet deep and ains stalled in snowdrifts are still reported. Arfor \$50; tix palms in various varieties, twelve fears in as many varieties, twelve varieties of ornamental foliage

six palms in various varieties, twelve ferns in assuming varieties, twelve varieties of ornamental foliage plants, six varieties of fuchsias, six varieties of pelargoniums, six varieties of gernaliums, twelve varieties of other flowering plants, such as yellow and white lyris disless, steens, site, i. six varieties of carriations, twelve varieties of carryanthemums, one clevia, six varieties or cambing plants or vines, two hydrangeas, two genistis, two arieties, two foliage begonias, two flowering begonias and two tuberous begonias.

iwo foliage begonias, two flewering begonias and two tuberens begonias.

That selection looks very well in black and white, but the plants themselves would look influtery better in a greenhouse. If it is desired to spend more—that is, to stock a greenhouse which would stand forth prominently—a morseryman would, for \$2.50, stock a greenhouse with these fine plants: Twelve varieties of prims, twelve varieties of fancy foliage plants, twelve varieties of ferns, twelve varieties of cyclic ficwering plants, one clevia, twelve varieties of cyclic ficwering plants, one clevia, twelve varieties of ectioning plants, six varieties of authoriums, one anacturia, one eyens, three azaleas, three genisius, and six selaginelias. one cycas, selaginellas.

schafnellas.

There are some people who would like to spend a deal of money in stocking a small greenhouse, should they wish to invest as much as \$1,000, it would be difficult to make a better selection than the following: One tree ferm, two specimen palms, twolve assorted palms of line varieties, twenty-live varieties of expripednams, twenty-live varieties of orchids, six flowering anthoriums, six foliage authoriums, six deacenas, twelve fine foliage plants, six varieties of adlantums, twenty-waiteties of choice ferms, one stagistern frm, two cycas, two araneotias, six varieties of selagiacilas, twelve choice flowering plants and twelve choice

iwelve choice flowering plants and twelve choice climbing plants.

If it is desired to select plants which will give a continual bloom call the year, the best plants are roses, yellaw and white Paris daisles, passion vines, carnations, and if the cost does not enter into the question too largely, orchids from which flowers can be had all the vear if they are carefully selected.

The most interesting plants for experiment are those which have the lorgest number of varieties, such as roses, clary anthematics, carnations, cypripediums, orchida poline, interpolaryid (regonatical), and the polaryides of the plants there is nothing more interesting than a collection of irises, phlox, larkspars, callendies, pyrefrums, paconies and illies.

JAMES R. PITCHER.

Short Hills, N. J., April 18, 1860.

TAMMANY MUST BE PROTECTED. To the Editor of The Tribune.

Sir: The Tribune devotes considerable space this morning to the removal of Dr. Johnson to make way for a Tammany man, and spenks of his faithful dis charge of the duties of his position for twelve years

large autonomy. Did they not in seventy year succeed in getting up a war which a boastful ptriotism delighted to style the bloodiest and costlicatwar of modern times? Half of the States that sount to escape the hated union with the North were States which had received their autonomy from the Federl Congress, just as Ireland will from the Imperial Prilament, if ditions similar to those obtaining in Ireind? Newbeen refused it, and has been governed y imperial satraps, because she had a religion which te majority of the ruling people hated, because it was eared that the hierarchy of that religion would domnate the state. These are precisely some of the objections which the Englishman makes to Irich Bine Rule. He dreads the priests' political ascendency he hates the Celtic religion. But he has not refuse self-gov-erament to Ireland. He has simply geographically merged Ireland and Britain and made bor as one territory, subject to one Parliament, to while Ireland ends more than its share of voters, from the point element of importance. One result of this constitu-

British foreign and domestic pocy is in the hands of a Government that exists by Irish Even Home Rule will be conceded, f at all, by this English minority, converted into a majority by Irishmen. Contrast this state of things with the otherpolitical nullity of the American Territories.

But the excuse for changing the Constitution of

tion is that a majority of Englishmen is governed

to-day by a minority of Englishmen, reinorced by

the Empire is that the majority in treland re sunthe Empire is that the majority in Ireland re sundered from the majority in England by rilcious, racial, traditional, sentimental differences. In the chasm of incompatibility between the English and Irish is insignificant in comparison with tat between the Celite Irishman of the north and east. It is dishonest or silly to say that there is no antionism between Protestants in Irishman of Catholics, art that the anti-Home Rule demonstrations are Orang, not Protestant. Is the Presbyterian Church Proteint? Yet, at its last General Assembly every vot was selemnly east for a protest against Home Rule. Substantially the same is true of the Episcopal Church in Ireland. Anybody who hows the facts knows that the opposition of the two religions is more acute in Ireland than in any ther nation under heaven. Now if the incompatibility between the English and Irish is a reason for perial political separation, how much more the ferreer antipathy between Ireland Celite and Ireland Saoni What an inconsequence, to say the least of it to emancipate the one fragment of an empire from the joint government of the whole, when by so dolk a fragment of this fragment is to be put under a fovernment which it loathes and dreads! Uste is noble, presperous, industrious, Protestant and British, is it not a crime, in giving Home Rule to Chicineland, to refuse a distinct home rule to Protesant Ireland. However, which is the orange of superfields assemblation of the constitution of another country to our own be climinated from the indusences which are due to the result of the orange of the desire of securing Irish votes and a love of superfields assemblation of the constitution of another country to our own be climinated from the indusences which are due to Carlisle, Penn., April 12, 1893. dered from the majority in England by ritcious,

Carlisle, Penn., April 12, 1893.

THE INDUSTRIES OF CANADA. THE LUSSON THEIR WEARNESS TEACUES TO THE OPPONENTS OF THE AMERICAL POLICY OF PROTECTION. To the Editor of The Tribune

sir: Will you please permit me to call the atten tion of Professor Thomas G. Shearman and its self-appointed anti-American coadvisers of Mr. Cleveland and his Calanet to a few facts relating to the iron steel and kindred industries of Canada! It must not he overlooked that the people of Canada are a dighly intelligent, enterprising, ambitious and progresslybranch of the Anglo-Saxon race; that they one-half of this continent; that, to quote Mr. Wiman, one-half of this continent; that, to quote Mr. Whman, who is a Caradhan and a most arient, inclligent, sincere and devoted friend of his native lant: "The two nationalities set out side by side 120 years ario on the race for continental supremacy. The United States had an untried form of government, lad no capital, no backing, and no previous experience, work-spital, no backing, and no previous experience, work-spital, no backing, and no previous experience, and 1893. who is a Canadian and a most ardent, intelligent, sincere and devoted friend of his native lant: "The ing out on a vast scale a plan of self-governmen, and an experiment in finance and development. Smada had beland her Great Eritain, stable institutions, enormous supplies of money, and everything to nake Yet today the two countries are wilely different in the results achieved. One has a ponlation of c4,000 000; the other a population of tarl LOSODO. Everything else is in proportion. single State in the Union has as many people, and far cotta and cassock, is entirely without foundation. greater wealth than the whole of Canada, A sind house in New-York and one in Chicago sell more dry goods in a year than Canada imports. Measured by every standard of comparison, the experiment is canada of self-reliance and self-development is a

fallare. The actual condition of the Iron, steel and kindre Industries of Canada is clearly set forth in the fol lowing statements, all taken from late Canadian Government official reports. The first blast furnae for the manufacture of pig iron in Canada wa erected in 1737 (150 years ago), and was in almo-continual operation until 1883. A grand total five furnaces was in blast during 1800. The sam year 73,511 tons of fron ore was mined, 18,754 tons of it was exported to the United States, 57,304 tons was smelted in Canada, producing 21,772 tons of pig iron, or one ton of iron to two and six-tenths of iron and steel and manufactures thereof (including scrap fron) for the year ending June 30, 1802, was \$133,724, while the grand total of imports of trop and steel and manufactures there f was \$13,835,403 It will be observed that upon a per capita basis the imports of Iron and steel into Canada were equal to an import for the United States of \$179,861,493 whereas the netual imports of Iron and steel and manufactures thereof, including tin-plate, into the United States for the same fiscal year were only \$31,520,654, and the exports of the same, \$28,800,930. In 1801 Canada manufactured one twelve-hundredth part of the world's production of p'g fron, while the United States produced 33 per cent of the total product. The world's production of pig fron increased from 14,110,263 tens in 1878 to 25,124,544 in 1820, or 78 per cent. There was not any increase in production in Canada. There was more than 10,000,000 net tons of p'g iron produced in the United States in 1852, or about 500 times as much as in Canada, although our population is only 13 times greater than that of Canada.

The stimulating effect of the blessed gospel of tariff for revenue only" upon the fron industry of Canada and the very depressing effect of the unconstitutional American policy of protection upon the iron industry of the United States are clearly and most emphatically disclosed by these statements.

In 1890 there was 3,117,661 tons of coal mined in

Canada, and 3,250,026 tons imported: 772,441 tons mined upon Vancouver's Island was exported to the United States, and 172,684 tons mined on Vancouver and in Nova Scotia was exported to other countries (chiefly as bullest) for the year ending June 30, 1802. It will be observed that Canada consumed 1,126,490 tons more of imported coal than she did of coal taken from her own mines; 54,000 tons of imported coal came from Wales as ballast, the balance from the United States; 1,819,222 tons of it was subject to a

pest, and his ability as a physician, as though these are may reasons why he should not be semwed. If he had been ignorant, illiterate, incapable, accupetent and unscrupulous, and then had been removed, it might well cause comment, for these are the qualifications for officeholding under Tamanany Eal.

Probably, if the case were still further investigated, it might be found that Dr. Johnson vas unwilling to give up a percentage of his salay to the organization, or feused to pass disqualific firements or a consideration, to be divided with the bosses, thus deptying them of a source of his salay to the results of the triple of the consideration. The proposition of the consideration of the consideration of the constant of the consideration of the constant of

POLITICAL OBLIGATIONS OF THE UNION

To the Editor of The Tribune. Sir: The able editorial which appeared in The Tribune last Sunday was a most outspoken and truthful essay relative to the unfortunate incident which she receives it at all. Again, is not Arrican precedent inimical to the grant of Home Rul under conditions similar to those obtaining in Irelad? Newsented for the blackballing of Mr. Theodore Sellgman, ditions similar to those obtaining in recommendation and as the popular opinion is, it was undoubtedly for making the control savernment, because her people are reasons of his religion that this result was accommendation Mexico has been kept in colonial vassalagence are in the central government, because her people are said to be of a different race, languae, religion, plished. This is, no doubt, a serious affair and the plished. This is, no doubt, a serious affair and the result has not yet been fully shown. The rejection result has not yet been fully shown. which for the same time has been well quipped in of an applicant in an ordinary club for reasons other point of population, wealth, etc., for Stachood, has than those portrayed in Mr. Selizman's case would not create even a ripple or become a cause of widespread gossip as is the result of this action. But since the Union League Club is an organization of national fame and incidentally a pillar of the Republican party, to becomes natural for all persons interested in the success of the party to look upon this untimely error

on the part of that great organization with dismay

and chagrin. It is to be heped that others of the same faith as the Seligmans will not be offended by this insult and seek revenge by severing their connection with the party for which the senior Mr. Seligman has done so much of view of its population, its wealth or evry other and of which he has always been a highly-ho member. When such members as Messrs. Depew, Forter and Cannon express their regret and disapproval of this successful attempt upon the part of the prejudiced minority to dishonor the name of the club, it appears plainly evident that the sound and leading members of the club have no prejudice against any race or class of people. As to Mr. Seligman per-sonally it is not necessary to claim his acquaintance to be assured of his standing. The fact of a member of such clubs as the Harvard and Groller and the Bar Association, with the indorsement of the Committee on Admission of the Union League, can be taken as a criterion to prove his eligibility to associate with his father and his many friends in the Union

League Club. The trouble with many Republicans is their desire to classify the members and to maintain an aristocracy in the ranks of the party. This incident is proof of this statement and it is to be hepest that all earnest Republicans will profit by this bitter experience. Democrats of course are gleeful and slyly wink the other eye because they know that it is organization that has made them successful, and that its organization that has made them successful, and that the recent action of the Union League Club is anything but advantageous to the party for which it stands.

WILLIAM F. H. KOELSCH.

New-York, April 17, 1893.

EMPHATIC PROTEST FROM A PHYSICIAN.

To the Editor of The Tribune. Sir: I am in receipt of a printed communication signed by the Mayor and the president of the Board of Health notifying me that I will be arrested in case my door mat is shaken in the street, etc. as far as it goes, is eminently laudable. It does not, however, strike at the root of the matter. Th's city is in furniment danger of cholera. The grip, with its sequelae, is rampant! Scarlet fever, diphthe.ia, typhus and a'lled dirt discuses are riaming wildly around this city. Under the circumstances of a rug should, of course, be forbriden; but what of the condition of the streets themselves? the ashmen who pour fully one-third the refuse in the streets? What of streets? What of the (1) by terement-houses and their still more filthy immates? Have Mr. Gilroy and Mr. Wilson forgotten these sources of disease? Are they oblivious of the presence of these still more cariain disease factors? As repensible men they are called upon to act at once to insist that in every respect this city be made prepared to resist the progress of infeetl us chease.
From personal experience I know the worth of

Mr. Brennan as a Commissioner of Public Charities and Correction. His record for industry and for common scose was excellent. As a Commissioner of Street Cleaning, however, he is a kimentable fallure. And yet not so much he as the miserable political methods he is subservint to are to blame. As

WOMEN NOT VESTED AS MEN IN NEW-JERSEY.

To the Editor of The Tribune. sir: Will you extend to me the courtesy of a place in your columns to say that the reports in ertain of this morning's newspapers that I had re-

scluded or modified my objections to the vesting of

women cheristers, in my diocese, as men, L. c. in I have a serious repugnance to such public claimers; but when the circulation of an irrespondible report like this may lead to discord I feel that S cheice is left me but to make the denial as public, if not as sensational as the report itself. THOMAS A. SFARKEY, Pishop of Newark, East Orange, N. J., April 20, 1803.

WINNING A NORMAL COLLEGE PRIZE DERATE. "Would the Annexation of Canada to the United States be Beneficial to Our Country!" was the subject for the third annual debate between the Alpha Lets Gamma and Hillomathean lit rary so intes of the Normal College vesterday afternoon. The clamp #3 lor Alpha Beta Gamma were Miss L. Marie Pierce, '50, and Miss Savilla Elkus, '93, who spoke for the affirmative. Miss Eliza W. Whitlag, '95, and Miss Caroline R. Seaman, '04, of Philomathean, spoke on the negative side. President Adolph L. Sanger, of the Board of Education, awarded first honors to Alpha Peta Gamma, and the prize of \$20 in gold went to

HEBREWS TO FOUND A MORAIS LIBRARY. The trustees of the Jewish Theological Seminary of

this city have addressed a letter of congratulation to the Rev. Dr. Sabato Morals on the completion of his seventieth year. Dr. Morals is the president of the seminary, and is highly esteemed for his intellectual ability and valuable aid in the dissemination of the Jewish creed. The following extract from the letter explains itself: "It has been resolved to begin on your seventieth

14rthday the gathering of means for the foundation at the seminary of the Morais Library, which we hope will become so valuable and important a collection of works in Hebrew literature as to compact with the dignity of the seminary; to constitute it the centr of Hebrew learning and research in America, and to indiscolubly connect your name with the institution which you have founded, for time immemorial. Once again uttering our felicitations, we pray that you may be spared for many years in the enjoyment of health, peace and well-being."

REDMOND'S FRIENDS TO GIVE A CONCERT. The followers of John Redmond, the leader of the Independent Irish Party, in Ireland, have made arrangements to hold a concert in the Academy of Music on Sunday evening, May 14, the proceeds to be used to help support Mr. Redmond and his party-Judge Wathope Lynn will prestle. In addition to the concert there will be an address on Home Rule by Dr. W. J. O'Sullivan. Among those who are working for the success of the affair are Hugh J. Grant, Jud;3 James M. Fitzsimons, Colonel H. K. Shakelford, Gen-eral James R. O'Beirne, Richard S. Kannet, ex-Com-gressman John Quian and Judge Heary Murray.